

IN THE CLAIMS

Please amend the claims as follows:

1.(previously presented) A method of controlling a vehicle drive having a 4X4 mode of operation and other modes of operation using an electronic control system providing a torque output in response to driver demand, comprising:

controlling torque output of one of an engine and transmission of said vehicle when the vehicle is in the 4X4 mode using a calibration table stored in system memory and indicating a relationship of torque output as a function of accelerator pedal position and a speed parameter for reducing sensitivity of the torque output to accelerator pedal position in the 4X4 mode of operation, and

controlling torque output of one of the engine and the transmission of said vehicle when said vehicle is in one of the other modes of operation using a different calibration table stored in system memory and indicating a different relationship of torque output as a function of the accelerator pedal position and the speed parameter.

2.(previously presented) The method of claim 1 wherein for a vehicle drive including an automatic transmission, the torque output of said calibration table comprises a transmission output shaft torque value determined in response to accelerator pedal position and transmission output shaft speed.

3.(previously presented) The method of claim 2 wherein the transmission output shaft torque value is provided for a drive gear mode of the transmission.

4.(canceled)

5. (Original) The method of claim 1 wherein the speed parameter is engine speed for a vehicle drive comprising a manual transmission.

6. (Original) The method of claim 1 wherein the speed parameter is transmission output shaft speed for a vehicle drive comprising an automatic transmission.

7. (previously presented) A method of controlling a vehicle drive having a 4X4 low mode of operation and other modes of operation using an electronic control system providing a torque output in response to driver demand, comprising:

controlling torque output of one of an engine and transmission of said vehicle when the vehicle is in the 4X4 low mode using a calibration table stored in system memory and indicating a relationship of torque output as a function of accelerator pedal position and a speed parameter for reducing sensitivity of torque output to accelerator pedal position in the 4X4 low mode of operation, and

controlling torque output of one of the engine and the transmission of said vehicle when said vehicle is in one of the other modes of operation using a different calibration table stored in system memory and indicating a different relationship of torque output as a function of the accelerator pedal position and the speed parameter.

8. (previously presented) An electronic control system for a vehicle drive providing a torque output in response to driver demand, comprising:

a calibration table stored in system memory for controlling torque output of one of an engine and transmission of said vehicle for a 4X4 mode of the vehicle drive and indicating a relationship of torque output as a function of accelerator pedal position and a speed parameter for reducing sensitivity of torque output to accelerator pedal position in the 4X4 mode of operation, and,

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a different calibration table stored in system memory for controlling torque output of one of the engine and the transmission of said vehicle for another mode of operation of the vehicle drive and indicating a different relationship of torque output as a function of the accelerator pedal position and the speed parameter.

9.(previously presented) The system of claim 8 wherein the torque output of said calibration table comprises a transmission output shaft torque value for the 4X4 mode of an automatic transmission.

10.(Original) The system of claim 9 wherein said 4X4 mode is a 4X4 low mode of operation.

11.(canceled)

12.(previously presented) The system of claim 8 wherein said different calibration table indicates a relationship of engine torque output as a function of the accelerator pedal position and the speed parameter.

13.(previously presented) The method of claim 1 wherein the transmission is drivingly coupled to a first set of wheels, a transfer case is optionally drivingly coupled to a second set of wheels, and, in the 4X4 mode of operation, said second set of wheels is driven via said transfer case.